

**SAS Superstructure**

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 22-Nov-14

Time 7:12 AM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 959 Const Calendar Day: 532 Date: 18-Nov-2013 Monday

Inspector Name: Brignano, Bob Title: Transportation Engineer

Inspection Type:

Shift Hours: Break: Over Time:

Federal ID:

Location:

Reviewer: Schmitt, Alex Approved Date: Status: Submit

**04-0120F4
04-SF-80-13.2/13.9
Self-Anchored
Suspension Bridge****Weather**

Temperature 7 AM

12 PM

4PM

Precipitation

Condition overcast am, clear pm

Working Day ☒ If no, explain:**Diary:**

Dispute

General Comments

CCO 314, SAMPLING AND TESTING A354 GRADE BD MATERIAL:



Before any work by ABF or CCC, CT METS performs MT on the test rod for Test Rig #5. We remove the 2" diameter test rod from the coupler to get access to the both ends of the test rod. The only portion of the fully threaded rod that is not accessible for MT is the portion under the already installed cylindrical sleeve (non-structural – for sealing). The critical parts to MT on the fully threaded test rod are the nut engagement area on one end and the coupler engagement area on the other end. The MT (dry power method) is done by CT METS inspectors Scott Croff and James Doe between 0900 and 1000. They find no indications on all areas tested – test everything except the area under the already installed cylindrical sleeve.

Last week, the cylindrical sleeve for Test Rig #5 was installed in the correct location on the test rod with thread sealant, the first coat of paint was applied to the cylindrical sleeve, and caulk was applied at the rod thread to coupler interface. Today, the second coat of paint needs to be applied to the cylindrical sleeve. This painting work is done by CCC today. First, the residual MT powder is cleaned from the cylindrical sleeve and the portions of the threaded rod near the cylindrical sleeve. The first coat of paint on the sleeve is also roughened prior to the application of the second coat of paint. The adjacent threads of the test rod are masked with tape. The second coat of Carboguard 890 is applied. Another application of caulk will be needed tomorrow, because there is some MT powder embedded in the previously applied caulk that does not clean off, so that MT powder needs to be buried by caulk to keep it out of the wet chamber.

At the end of the shift, ironworkers Barry Rothman and Rob Martell work briefly at Test Rig #5. They remove the jacking beam and guide angles from the north end of Test Rig #5 in preparation for the installation of the rod into the test rig – the jacking beam and guide angles (were previously test fit) conflict with the installation of the rod. They also cover the Test Rig #5 jacking rod, coupler, and test rod with tarps because of forecast rain tomorrow.

VGO is not on site today. VGO will return later in the week when the Test Rig #5 rod is installed in the test rig.

ABF Engineer Kelvin Chen spends part of today working in the office and field on CCO 314 issues.

There is a hydraulic pump (Powerteam) on idle/standby at the work area. A generator – Whisperwatt 7000 – ABF ID 002343 is also idle. A small forklift and Kubota Cart are used briefly at the end of the shift by ironworkers at Test Rig #5.



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Inspector Name Brignano, Bob

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Date: 18-Nov-2013 **Monday**

Note that there is k-rail at this work area. Some of the k-rail is rented and addressed by the rental agreement. Some of the k-rail is ABF's k-rail (27 pcs @20' and 8 pcs @10') used on site and paid as rented from ABF on a daily basis. However, one of the purchased 10' k-rail and one of the rented 20' k-rail have been removed at some point by ABF's ironworkers. To compensate, the ABF k-rail quantities will be reduced by one for each length. To elevate the k-rail, crane mats and timber blocking (12x12's) are in use. The k-rail quantities are as follows:

10' bought k-rail = 20 pieces (minus 1 missing)

10' ABF k-rail = 8 pieces

20' rented k-rail = 22 pieces (minus 1 missing)

20' ABF k-rail = 27

See Victor Altamirano diary for labor/equipment details, including the agreed extra work with ABF per a signed Extra Work Order with ABF for CCO 314 work.

INSPECTOR OT REMARK:

Office 2 hours: I am working in the office on CCO 314 issues, including EWB's for the upcoming estimate. My shift is 0700 to 1730 and my OT hours are 1530 to 1730.